



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

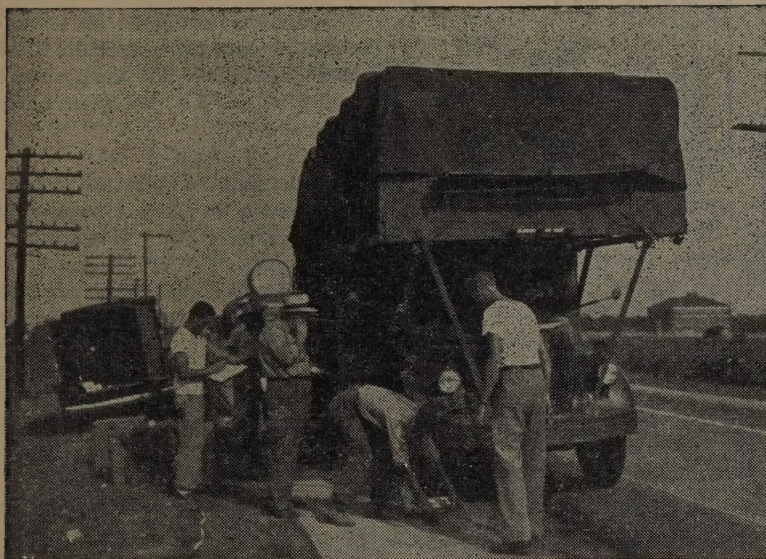
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RALEIGH, N. C.

Friday, August 27, 1948

## ANNUAL WEIGHT CHECK



For the past several weeks, staff members of the Highway Commission's Division of Statistics and Planning have been conducting their regular yearly check of truck weights at a series of points throughout the State. The photo above, taken near Raleigh, shows a typical scene. The checkers say that 1948, like other recent years, is showing a tendency toward heavier loading.

## PRICE TRENDS AND SUPPLY

BY R. G. KING  
Purchasing Department

Price levels are to continue in a slowly rising trend for some time. However, a shift from a sellers to a buyers market is taking place in one industry after another.

Industry is now turning out goods at a rate nearly double the rate of prewar production. Output of many types of goods is more than double prewar levels. As goods pour out, more and more demand for those goods is satisfied.

Machinery and equipment manufacturers still enjoy a strong market. But some parts suppliers encounter competition and offer to cut prices in order to obtain volume orders.

Automobiles remain the No. 1 scarcity among goods. Estimates are that at present prices, it will be late 1949 or even 1950 before a buyer can walk in and drive away the car of his choice.

Farm machinery, however, remains about as scarce as new cars. Only a drop in farm income can bring substantial declines in this field for another year.

Steel and other metals are listed  
(Continued on page four)

## One Prisoner Killed, Two Others Retaken Shortly After Break

Raleigh.—Within a period of just a little more than 48 hours' time the brief freedom of three prisoners who broke and ran from a Franklin county road gang on August 23 was at an end—one of the three had died of a bullet wound in Central Prison Hospital, and the other two were behind bars again.

Robert Spivey, 27-year-old Durham Negro who was serving a total of from 20 to 28 years on four counts of robbery with a deadly weapon, died about 9:30 Monday night, after being shot down two hours earlier in a rural section of Granville county. The man, whose prison record included robberies in Little Rock, Ark., and El Reno, Okla., died as the result of internal bleeding, Dr. W. G. Cheves of the prison medical staff said, explaining that the bullet which hit him lodged near the man's left lung.

Ordering an inquest into the prisoner's death, Penal Director Clyde O. Robinson was informed by Granville Coroner F. E. Hunt that the action was not necessary, since evidence of eyewitnesses indicated that Spivey had been order-  
(Continued on page three)

## Commission Raps Budget Bureau's Policy; Instructs Committee To Wait On Governor

Raleigh. — Highway workers' salaries in general, together with a list of 302 small salary increase requests which have received no action since June 1st, highlighted the discussions of the members of the State Highway and Public Works Commission at their regular monthly meeting here August 26.

Backed by Chairman A. H. Graham, Chief Engineer W. Vance Baise and Administrative Assistant W. H. Rogers, Jr., the nine members of the Commission present at the meeting voted unanimously, upon motion of Second Division Commissioner John G. Clark of Greenville, to send the Commission's salary committee before Governor Cherry to state their position and ask for prompt relief.

Representing the employees of the Highway Commission, Assistant Division Engineer E. A. Crump of Wilson and District Engineer C. F.

Gore of Weldon appeared before the members of the Commission to state details of the conditions of employment now prevailing in the field. Of all highway workers now employed on field work, Crump told Commission members, a major portion have had only limited experience. Old hands at the highway game, he said, are leaving State employment because of better pay in almost all other types of work. New men, he told the Commission, are hard to secure because starting pay offered by the Commission is low, and the new man's boss is able to give him absolutely no assurance of raises on merit.

In several cases, Crump pointed out, the Highway Commission has employed veterans under the "on-the-job-training" program, only to have them removed from highway employment by the Veterans Ad-  
(Continued on page three)

## "DOG-GONE!"

Raleigh. — What to do about dogs which get cold feet is the problem which was recently posed for State Penal Director Clyde O. Robinson by a New Hampshire sheriff.

Writing to Governor Cherry the New Hampshire officer explained his plight—he had four first-class bloodhounds which he used to chase fugitive prisoners, but they were unable to operate effectively in the severity of the New England winter.

As a solution to his problem, Sheriff Arthur N. Jennison of Keene, N. H., wrote to the Governor, he had decided that his dogs should winter in the South. Hence his request: Would North Carolina like to rent four fine dogs cheap for the nine colder months of the year?

Giving the matter his careful attention, Robinson was compelled to decline the kind offer. North Carolina has an adequate, and well-publicized, stock of bloodhounds, he said, and besides, dogs in this State are needed worse in summer than winter. Besides that, it was alleged in some quarters that New Hampshire dogs might not do so well in North Carolina because of their Yankee accent!

## Accident Total 155 During Past Month, Dodge Report Shows

Raleigh.—Accidents to highway personnel during the month of July totaled 155, according to Safety Director James P. Dodge, who reports that the month saw a substantial increase in the number of equipment mishaps, but a reduction in lost-time injuries.

Broken down, the report for the month shows 57 equipment accidents, 87 minor injuries and 11 lost-time injuries. Basing his analysis on a standard system of reporting, Dodge revealed that a frequency rate of 5.4 disabilities per million man-hours prevailed during July.

Injuries during the month, Dodge states in his report, resulted from slips and falls, damage to the eye, improper lifting of heavy objects, and punctures caused by stepping on nails or other sharp objects.

Giving comparative standings of divisions, Dodge says that "The First Division is in first place for July. They had the least equipment accidents of any division—three—and only eight minor injuries. The Seventh Division has gone three months without a lost-time injury.

(Continued on page three)

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### EYE-CATCHING

In a recent issue of The Winston-Salem Journal there appeared a headline attached to a short article which was so unusual that it was positively eye-catching, for it said: "Dream Road May Open By First Of October."

The road to which the article referred is the stretch of US 70 between Lexington and Thomasville, and it well may seem to be a dream fulfilled to the persons whom it will benefit most. However, it is highly unusual to find any North Carolina road described in such glowing terms, and the entire article seemed to call for a careful reading.

"The new highway, called the 'dream road' and said to be the most modern piece of construction in North Carolina, should open around the first of October," the story stated, and there was certainly nothing in that statement to occasion dissatisfaction on anybody's part. Truly, it must have been refreshing to the highway personnel responsible for progress on that road to have read such a favorable report.

The truth is, the Thomasville-Lexington highway will be a good one, when the relocation project now in progress is completed. It is highly unfortunate that all of North Carolina's main traffic arteries cannot at least be its equal. The sad fact remains, however, that North Carolina's progress in roadbuilding is

tied to the State's financial situation, which is, in brief, the balance which can be struck between the cost of highway construction and the revenue which is available for footing the bills. Beyond its financial limitations, the State Highway and Public Works Commission cannot go, despite its highest hopes and its most far-reaching planning. It is refreshing, however, when the Commission and its personnel are able to make a significant improvement in a road, to have that piece of road publicly acclaimed as a "dream road."

### PRISON PROBLEMS

As is sometimes the case, a recent manhunt for three escaped criminals conducted by the Prison Department ended in the fatal shooting of one of the men before the incident was brought to a close, with the other two men back behind bars.

The man who was killed was an habitual criminal, with an F. B. I. record embracing more than a dozen counts. Yet he was a human being, and there was a natural regret, both on the part of prison officials and the general public that he met a violent death. Had the Prison Department been less vigilant, however, there would have been an immediate and even greater feeling of public resentment against lenience which let such a man remain at large. Under the circumstances, the prison officials followed the only course open to them under the law, and public safety was preserved at the cost of a life.

There are those who will now regard the whole affair as a closed incident, and say that it might well be forgotten, but such is not the case. The occurrence of the recent break, and its outcome, should serve to emphasize for the citizens of North Carolina the need for even greater consideration of the State's prison



population.

The 1947 General Assembly, though it appropriated no extra money for the purpose, decreed that the State set up a number of special camps for youthful first offenders. Mindful of the need for such camps, prison officials had them in operation some time before the deadline set by the Legislature. Results, although not perfect, have shown that action of this sort is beneficial, and that application of rehabilitative measures might well be carried even further.

In the administration of its prison system, North Carolina is far ahead of many other states; yet there are many improvements which can yet be made if they are given adequate public support. Events such as the recent manhunt should serve to remind them that effective steps need to be taken to aid in the prevention of crime, and to arrest the downward progress of the man or woman who takes the first wrong step.

"Rastus, what was de time in your life when you was de mostes' scared?"

"It was de time dat big nigger Sam come home and cot me with his wife."

"How you know you was mo' scared dann at some other time?"

"Cause dat big Sam he turned to dat wife of his an' says, 'Mandy, what's dis white man doin' heah?'"

### Today's Chuckles

"It's four AM and I'm not going home to my wife!"

"Say, have you lost your reason?"

"Precisely, I can't remember the reason I had for staying out."

\* \* \*

Grandma (looking at he granddaughter's new bathing suit): "If I could've dressed like that when I was a girl, you'd be six years older today, Missy."

\* \* \*

Nothing makes the mouths of some women so attractive as the simple act of closing them.

\* \* \*

Grogan and McSworley were just about finishing their cigars as they entered Clancey's home on a visit.

"Have you any place we can put our butts?" asked McSorley.

"Phyllis, shouted Mrs. Clancey, 'bring two chairs.'"

\* \* \*

In the midst of a quarrel with wife, a hubby sprang to his feet. "YOU'VE GONE TOO FAR," he exclaimed angrily. "This is our last quarrel. I'm going right out of your life."

"Oh, Edward darling, where are you going?" she cried.

"Where I'll never trouble you again," he replied as he started to open the door. "I'll find a place where wild adventure will wipe out the memories of this moment; perhaps in the jungles or maybe in the far North."

As he spoke he opened the door, then closed it again and turned sternly to his wife.

"It's lucky for you it's raining," he said.

\* \* \*

One of our modern young ladies, walking through the zoo, was surprised to find the monkey cages empty. Calling an attendant, she inquired the reason.

"Well, ma'am," replied the attendant, "this is the season when the monkeys remain in thier houses for several days."

"Will they come out if I give them a peanut?" asked our young lady.

"Darned if I know," said the attendant. "Would you?"

\* \* \*

Mose bought his gal a fine brassiere,

But Liza was disgusted,

"I need the money worse!" she cried—

"You know that I'se flat-busted!"

\* \* \*

Recently the following testimonial was received by a patent madicine concern: "For nine years I was totally deaf, and after using your ear salve for only ten days I heard from my brother in Nebraska."

## Expansion Of Ferry Service Results In Publication Of Revised Schedule Listing

Raleigh.—With the inauguration of regular ferry service over the Alligator River via the converted LCT "Sandy Graham" on July 15, the State Highway and Public Works Commission had made a significant addition to the number of water links which it controls in conjunction with Tar Heel roads.

To make precise information about the operation of the highway Commission's "fleet" available to the traveling public, therefore, Office Engineer W. W. Hampton of the Locating Department has issued a new listing of ferry schedules for the eastern Carolina area. Included in the list are the Atlantic-Ocracoke, Alligator River, Manns Harbor-Roanoke Island, Oregon Inlet, Engelhard-Hatteras and Hatteras-Ocracoke ferry runs.

According to Hampton's revised list, the ferry schedules are as follows: Atlantic-Ocracoke Ferry — Leave Atlantic 1:00 p. m. and Ocracoke 6:15 p. m. daily the year round, passengers only, capacity of 60, fare \$1.50 one way, \$3.00 round trip.

Alligator River Ferry — Leave Sandy Point 9:00 a. m., 1:00 p. m. and 5:00 p. m., East Lake 8:15 a. m., 12:15 p. m. and 4:15 p. m. daily the year round, 18-22 cars, toll free.

Manns Harbor-Roanoke Island Ferry— Leave Manns Harbor 7:30 a. m., 10:15 a. m., 12:00 noon, 2:15 p. m., 4:00 p. m., 6:15 p. m. and 11:30 p. m., Roanoke Island at 7:00 a. m., 9:00 a. m., 11:00 a. m., 1:00 p. m., 3:00 p. m., 5:30 p. m., and 11:00 p. m., daily the year round, except for the last night run, which is effective Wednesday through Sunday only during season of Lost Colony. Toll free, 18-22 cars.

Oregon Inlet Ferry—From April 1st until October 1st: Leave north shore at 7:30 a. m., 10:00 a. m., 12:00 noon, 3:00 p. m. and 5:30 p. m.; Leave south shore at 7:50 a. m., 10:20 a. m., 12:20 p. m. and 5:50 p. m. From October 1st to March 31st: Leave north shore 8:00 a. m., 10:00 a. m., 12:00 noon, 3:00 p. m. and 4:30 p. m.; Leave south shore at 8:20 a. m., 10:20 a. m., 12:20 p. m., 3:20 p. m. and 4:50 p. m. Toll free, 6-8 cars.

Engelhard - Hatteras Ferry — Daily except Sunday the year round, Leave Engelhard 3:00 p. m., Hatteras at 10:00 a. m. Also, one round trip each Sunday from July 4 through September 5, leave Hatteras at 6:00 p. m. and Engelhard at 8:45 p. m. Toll \$5.00 for cars under 3,000 pounds, including toll

for driver; adult passengers \$1.50, Children 5-12 years of age \$.75, trucks and trailers including driver, \$6.50.

Hatteras-Ocracoke Ferry and bus line— Daily except Sunday, leave Hatteras at 12:30 p. m. and 6:00 p. m., leave Ocracoke 6:00 a. m. and 4:00 p. m. No cars, adult passengers \$1.50, children 5-12 years of age, \$.75.

All of the above schedules, according to Locating Department officials, were effective as of August 1, 1948. Mimeographed copies of the ferry schedules may be supplied upon written request.

### ONE PRISONER

(Continued from page one) ed to halt, and a warning shot had been fired, before he received the fatal bullet in the back.

Recapture of the other two men, Raymond Williams, 20 - year - old Shelby Negro, and Alfred "Shorty" Jones, 17 - years - old Rockingham Negro, was accomplished on the morning of August 25 by a posse of approximately two dozen men, working at a point eight miles northeast of Durham.

### ACCIDENT TOTAL

(Continued from page one) The Fourth Division reported the smallest number of individual accidents. The Bridge Maintenance Department reported no equipment accidents, but the greatest number of injuries."

Causes of injuries, according to the Dodge report, were: handling objects, 21; hand tools, nine; striking against objects, nine; falling objects, 10; falls of persons, 11; operation of motor vehicles, 14; operation of other vehicles, five; operation of machines, three; hot substances and flames, two; poison ivy, five; insect bites, two; and miscellaneous, seven.

### JULY ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
First Division	11	0	0.0
Tenth Division	18	0	0.0
Seventh Division	17	0	0.0
Ninth Division	14	0	0.0
Third Division	9	1	5.6
Second Division	18	1	5.9
Fourth Division	8	1	6.2
Fifth Division	11	1	6.4
Bridge Mts. Dept.	18	1	7.9
Eighth Division	14	2	10.5
Sixth Division	12	4	20.9
Eleventh Division	5	0	0.0
TOTALS	155	11	5.4

### COMMISSION

(Continued from page one) ministration, because of a ruling that a man must receive at least a small raise after working on a job twelve months, in order to continue his training under the program.

Backing Crump in his statements, Gore emphasized that workers in the field were highly dissatisfied with present salaries and future prospects and that it was hard to keep them employed for any extended period of time.

Chief Engineer W. Vance Baise, on hearing Crump and Gore conclude their remarks, stated that he had had no warning that they were to appear before the Commission, but that he "agreed with everything they said." Administrative Assistant W. H. Rogers, Jr., getting down to facts, told the Commission that, since June 1st, a total of 302 requests for small increases in salary had been submitted to the Budget Bureau, but that no action had been taken on them.

Second Division Commissioner John G. Clark of Greenville, summing up the case for the Commission members, agreed in his turn that the criticisms presented at the meeting were entirely valid. The Commission, he reminded its members, has wide discretionary powers in the expenditure of money on the roads, yet it cannot grant so much as a five-dollar-a-month raise to one of its employees. In recent months, he pointed out, construction costs have been rising steadily, and the Commission has been forced to pay higher and higher prices for contract work. Receiving more money for the work which they do, the contractors have been able to pay their employees larger salaries, and have in many cases been able to hire away employees of the Highway Commission at a raise in pay.

Receiving the support of Chairman Grahham and all of the other eight members of the Commission present at the session, Clark made a motion that the salary committee

### FROM VIRGINIA

Raleigh.—Headed by Superintendent of Prisons Frank Smyth, a group of Virginia officials have recently conferred with State Penal Director Clyde O. Robinson, and made an inspection of several North Carolina prison installations, with a view toward patterning the Virginia system after the one in use here.

According to Smyth, a large number of prison camps in his state are of temporary construction, and some prisoners are still worked on chain gangs. The State of Virginia, however, is planning to construct some new and permanent camps in the near future. With this project in mind, the Virginia officials were especially interested in the four new prison camps which are now in process of construction in North Carolina, and the six additional camps which are scheduled to be built within the next year.

In an attempt to aid his Virginia visitors, Director Robinson furnished facts, and a standard set of blueprint plans for a typical North Carolina camp.

of the Highway Commission be instructed to request a hearing before Governor Cherry at the earliest possible time, and to lay their problem before them, asking prompt relief of the situation. The chairman also ordered that Administrative Assistant W. H. Rogers appear with the committee, composed of Commissioners John N. Hackney, George W. Kane, Raymond Smith and T. Max Watson, before the Governor.

In addition to discussing the salary situation at length, the members of the Commission voted unanimously to raise the rate allowed per day for each prison laborer from \$2.50 to \$2.75; approved a routing of N.C. 49 through the State from north to south as a part of the "Flagavallina Highway;" and took a poll of commission members who planned to attend the convention of the AASHO in Salt Lake City September 20-24. Approval was given to all of the low bids submitted at the August 20 letting with the exception of the two Guilford betterment jobs and the Federal Aid job in Buncombe. Tentative date of the next letting was set for September 28 and the date of the next Commission meeting for September 30. All of the members were present at the meeting with the exception of Ninth Division Commissioner T. Max Watson.

Horses have the largest eyes of all land animals.

## Total Low Bids Submitted On August 24th Amount To \$2,794,891.53 For 20 Projects

Raleigh.—Totaling \$2,794,891.53, low bids were received August 24 by the State Highway and Public Works Commission on a list of 20 road projects covering 168 miles of work in 24 counties.

Bids on the 11 Federal Aid and nine State Betterment projects were termed "fairly reasonable" by Chairman A. H. Graham who noted, however, that the number of bidders had declined since the last letting. Most of the contractors, he pointed out, had already accumulated sufficient work to keep them busy for some months ahead and are wary in taking on projects which might have to be carried over until next spring.

Projects included in the letting, and low bidders, were:

### Federal-aid

Camden—Grading, bituminous surfacing and structures of 6.58 miles on NC 343 from a point on US 17 north of Dismal Swamp Canal bridge in South Mills southeast toward Camden and from a point on US 17 in South Mills east to NC 343, Nello Teer Company, Durham, roadway, \$240,847.95; J. C. Price, Elizabeth City, Moving buildings, \$15,870.00.

Currituck—Grading, bituminous surfacing and structures of 9.83 miles on NC 170 from junction with NC 34 at Sligo northwest to the Virginia State line, Nello Teer Company, Durham, roadway, \$258,321.70; J. C. Price, Elizabeth City, moving buildings, \$16,540.00; E. P. Brinkley, Raleigh, structures, \$46,019.00.

Duplin-Lenoir—Grading, bituminous surfacing and structures of 15.35 miles from a point on NC 11 west of Pink Hill to NC 55 at Jackson's store crossroads, from Pink Hill toward Beaulaville, from Duplin county line through Pink Hill on NC 11 and west of Pink Hill to Lenoir county line on NC 11, Barrus Const. Company, Kinston, \$348,721.00, roadway; J. S. Lilley, Washington, moving buildings, \$30,495.00; Coastal Const. Co., Inc., Wilmington, structures, \$62,709.40.

Lenoir-Jones-Craven — Grading, bituminous surfacing and structures of 9.75 miles on NC 12 and US 70 from a point south of Neuse River bridge toward New Bern to a point 19 miles from New Bern, and along Minerva Street in Kinston, Barrus Const. Company, Kinston, roadway, \$214,441.50; Barrus Const. Company, Kinston, moving buildings, \$15,825.00; Coastal Const. Company, Wilmington, structures, \$22,107.70.

Columbus—Grading and bituminous surfacing of 0.83 miles from a point on NC 211 approximately 0.4 miles north of US 76 and 74 in Bolton southeast to a point on US 76 and 74 west of Seaboard Air Line Railway station, Towles-Cline Const. Company, Wilmington, \$45,459.50.

Wake — Grading, bituminous surfacing and structures of 2.01 miles on US 15-A, NC 55, and NC 42. Part I—from a point on US 15-A approximately 3,650 feet northeast of overhead crossing over Norfolk Southern Railway southeast 1.14 miles to a point on US 15-A. Part II—from edge of pavement designated in Part I south toward Angier to a point on NC 55. Part III—from work specified in Part II east 0.87 miles to Project 4884, F. D. Cline Const. Company, Raleigh, \$167,046.05.

Alamance-Guilford—Grading, bituminous surfacing and structures of 6.54 miles from

a point on NC 62 approximately 7.5 miles west of Burlington, southwest to a point approximately two miles south of NC 62, D. W. Winkelman Co., Inc., Greensboro, roadway, \$149,012.25; Roy M. Homewood, Chapel Hill, structures, \$39,361.95.

Durham—Grading, bituminous surfacing and structures of 4.95 miles from a point approximately 5.2 miles north of Durham, at end of bituminous surface treatment, north to Orange county line on county road, Nello L. Teer Company, Durham, \$143,401.60.

Catawba—Grading and concrete pavement of 1.36 miles on US 70 and US 64 from a point approximately 1,600 feet west of west city limits of Conover through a part of Conover to a point approximately 2,500 feet east of south city limits of Conover, William F. Bowe & Company, Augusta, Ga., \$120,808.15.

Montgomery—Grading, bituminous surfacing and structures of 4.93 miles from a point approximately 4.2 miles southeast of Troy southeast to a point approximately 3.4 miles northwest of Pekin, Dickerson, Inc., Monroe, \$85,232.90.

Buncombe—Bituminous surfacing of 4.69 miles on US 19 and 23 from a point 550 feet east of Haywood-Buncombe county line east to end of Pole Creek bridge, National Truck Service, Inc., Asheville, \$171,440.00.

### State Betterment

Columbus—Sand asphalt surfacing of 9.44 miles on NC 410 and county roads in vicinity of Evergreen, Cerro Gordo, Chadbourne, Zeigler - Cline Const. Company, Fayetteville, \$74,377.75.

Brunswick—Grading and bituminous surfacing of 3.81 miles from a point at end of NC 130 in Southport northeast to county road, and along county road to a point southwest of Walden Creek, Towles-Cline Const. Company, Wilmington, \$68,091.13.

Guilford—Portland cement stabilized base course of 5.45 miles on Hines-Chapel-Madison School road from US 29 at Monticello to end of surface treatment on Madison School road, D. W. Winkelman Co., Inc., Greensboro, \$59,527.50.

Davidson-Randolph—Bituminous retreatment of 49.3 miles on US 64 and NC 49 in vicinity of Lexington, Yadkin River bridge, Davidson-Randolph county line, Asheboro, and Farmer, E. W. Grannis Company, Fayetteville, \$83,546.00.

Anson—Special overhaul of 6.91 miles on NC 742 from intersection of Ansonville road to Bunnsville, Kiker & Yount, Inc., Reidsville, \$35,600.00.

Union—Added material and bituminous surface treatment of 6.2 miles on NC 205 from end of present pavement to Watson road, Dickerson, Inc., Monroe, \$69,735.00.

Stanly — Subgrade reinforcement and added material of 6.0 miles on Fork road, Aquadale road, and Cemetery Street in Norwood, Ray D. Lowder, Albemarle, \$42,235.00.

Buncombe - Haywood - Henderson - Transylvania—Bituminous resurfacing of sections of US 19, US 64, US 64-A, US 70 and county road, Asheville Paving Company, Asheville, \$55,765.50.

Guilford—Grading and bituminous surfacing of 5.7 miles from south end of Alamance Creek bridge south to intersection with NC 62, D. W. Winkelman Co., Inc., Greensboro, \$112,349.00.

The shad is the most valuable fish of the Atlantic Coast and next to the Pacific Salmon, the most important species inhabiting the waters of North America.

## Contractors Are Hosts To Highway Group At Annual Barbecue Held On August 23rd

Raleigh. — Approximately 300 contractors and their guests were present at the Rock-Em-Inn Club here on August 23rd for the annual get-together and barbecue presented by the Carolina Road Builders Association in honor of the employees of the North Carolina State Highway and Public Works Commission.

Unlike some similar affairs of former years, the get-together was just that, for it included no formal speeches, either by members of the contractors' group, or by highway officials.

Main feature of the gathering was a supper, served from 6:30 to 7:30, which included barbecued chicken, potato salad, cole slaw, rolls and soft drinks. Before the meal, however, highway officials, contractors and other guests spent at least an hour in conversation concerning current progress in road building and lighter matters. The lake in front of the clubhouse furnished the opportunity to fish for several of the group, who reported catches of catfish and brim. The lake was also popular with a number of the guests who spent most of the hour before supper in rowing about it.

All arrangements for the barbecue supper were in charge of Warren Mann. Among those present were J. W. Thompson, president of the Carolina Road Builders Association; C. P. Ballenger, Jr., vice-president of the association; Charles Ross, contractors' general counsel; N. K. Dickerson, Jr. and Reuben Arthur of the CRBA's board of governors. Among the Highway Commission officials present were Chairman A. H. Graham, Chief Engineer W. Vance Baise, Assistant State Highway Engineer L. W. Payne, Equipment Engineer S. C. Austin, Maintenance Engineer B. W. Davis, Construction Engineer W. E. Hawkins, General Counsel R. Brookes Peters, and Auditor Sam N. Smith. Also present was Third Division Commissioner J. A. Bridger of Bladenboro. State officials present included Lieutenant-Governor L. Y. Ballentine, Attorney-General Harry McMullan, Wake Senator R. N. Simms, Jr., Wake Representative Arch T. Allen, and State Democratic Committee Chairman Capus Waynick.

Following the supper, hosts and guests gathered for more conversation on the lawn, boat riding, and dancing in the main lounge of the clubhouse.

## Recent Survey Held In Smoky Mountains Reveals Traffic Data

Raleigh. — In co-operation with the Public Roads Administration, the Division of Statistics and Planning of the State Highway and Public Works Commission has recently submitted to the State News Bureau a report on traffic through the Smoky Mountains National Park which shows 1948 traffic trends.

Broken down into a Saturday, Sunday, and weekday analysis, the report shows that Saturday and Sunday traffic decreased slightly in 1948, while weekday traffic increased. Between 1946 and 1947, the report shows, there was a 23.4 per cent increase in the volume of traffic passing through the Park. The 1948 figure, in turn, showed no increase over 1947, but an 18 per cent increase over the 1946 figure.

Summing up the report, Statistics and Planning Engineer James S. Burch notes that more than 5,600 vehicles entered the Park from the North Carolina side during a normal summer week this year. This, he said, reflects the popularity of the Park as a tourist resort. The slight decrease in traffic since 1947, he pointed out, may be blamed in part on the infantile paralysis epidemic which has gripped North Carolina during the greater part of the 1948 summer.

## PRICE TRENDS

(Continued from page one)  
as the worst scarcities on today's market.

Copper is being tightened now by stockpiling purchases by the Government. Demand is much greater than output and output can be expanded only slowly, if at all. Prices for copper and copper products have been marked up about 50 per cent since 1946 and are expected to be marked up even more in months just ahead.

Lead shortage is one of the worst scarcities. Demand is far greater than supply and the recent price increases point to higher prices for batteries, paint and other lead-containing items.

Fuel supplies are adequate now, but temporary shortages may occur in cold weather.

From all indications, however, a return of the buyers market is nearer than expected a few months ago.